BookletChart™

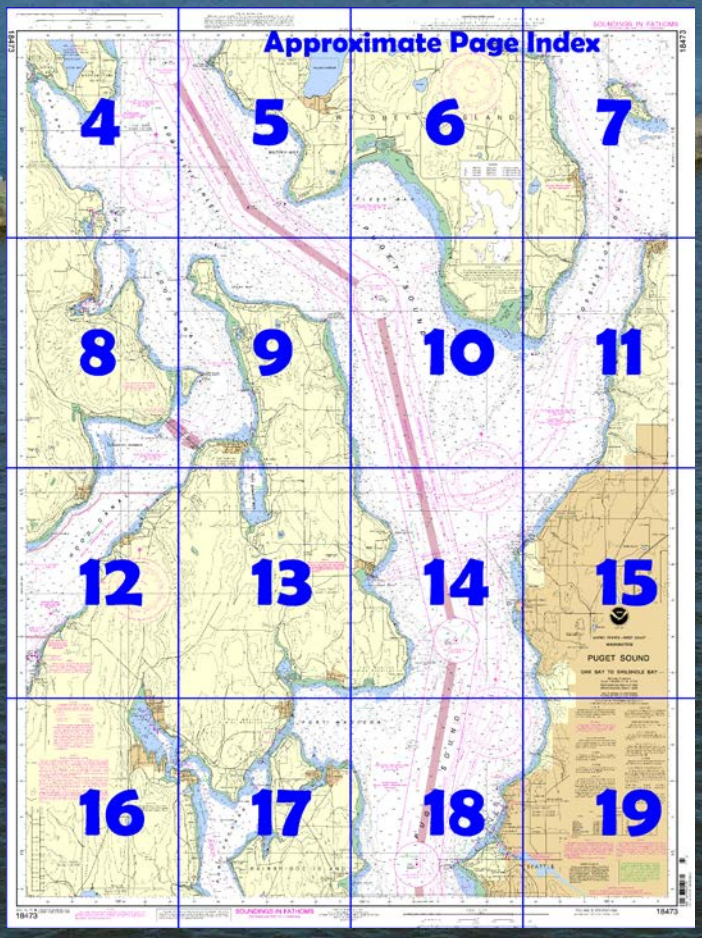
Puget Sound – Oak Bay to Shilshole Bay

NOAA Chart 18473

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18473.

(Selected Excerpts from Coast Pilot)
Apple Cove Point is a low sandspit projecting 220 yards from the high, wooded land of the peninsula. The point is steep-to, but a shoal makes out nearly 0.5 mile SE from it. Just off the point is a light. Heavy tide rips caused by strong NW winds and a strong ebb current are encountered in the vicinity of the light.
Appletree Cove is the open bight on the W side of the sound about 1.5 miles S of Apple Cove Point. It affords anchorage in 30 to 60 feet inside the line of the entrance points, with some shelter from winds drawing in or out of the sound, but not from N and SE.

Kingston, a town on the N side of the cove, has a large, well-equipped small-craft basin, a 420-foot long fishing pier, and a pier with a ferry slip at its end. The ferry runs between Kingston and Edmonds. The basin is used by tugs, fishing boats, and pleasure craft. The harbor is protected by a stone breakwater that extends about 340 yards SW from the ferry pier; the end of the breakwater is marked by a light. In 2009, the marina had a reported depth of 12 feet in the entrance and 6 feet alongside the berths. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, surfaced launch ramp and marine supplies. The marina has space for 275 small-craft including about 49 transient berths.
Edwards Point is a high, wooded point on the E side of Puget Sound 3.6 miles ESE of Apple Cove Point. It is a turning point for vessels running from Seattle N into Possession Sound and adjoining waters.
Edmonds is an incorporated city 1 mile NE of Edwards Point with a small boat basin and marina under the administration of the **Port of Edmonds**. The protected basin is entered from the NW at about the midpoint of the marina; the entrance is marked by lights and a light is on the SW corner. The reported depth is 9 feet alongside the piers. There are open and covered berths for about 600 craft up to 50 feet, including 20 transient moorings; berth assignments are made by the harbormaster. Services available include: electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and full repairs can be made. A 50-ton marine travel lift and 10-ton fork lift are also available at the marina. The marina monitors VHF-FM channels 16 and 69.
Just N of the boat basin are a fish haven and fishing pier, the Edmonds and Kingston ferry landing, and a scuba diving area N of the landing. The fish haven is marked by private buoys near the boat basin breakwater N section; private buoys also mark the W side of the scuba diving area.
A **037°01'-217°01' measured nautical mile** is on the shoreline 1 mile NE of Edmonds. The front markers are on short metal poles atop the seawall which protects the railroad tracks; the rear markers are about 20 yards SE of the front markers. The bluff is 60 feet high behind the NE pair of markers and 12 feet high behind the SE pair of markers. All four markers are white wooden triangular daymarks.
Point Wells is a low, sandy point projecting 450 yards from the high land 1.5 miles S of Edwards Point on the E side of the sound. It is distinguished by prominent oil tanks. It is a water terminal and storage plant of Chevron USA, Inc. There are two wharves here, however, only the S wharf is in use. The wharf is 1,054 feet long and has a deck height of 21 feet. In 1983, reported depths of 40 to 70 feet were alongside. A conveyor serving this wharf is used for outloading drummed petroleum products. Barges are loaded on the inside of both the N and S extensions of the wharf.
The current at Point Wells is unpredictable being inconsistent for similar tidal conditions; however, a vessel making a port landing on a flood tide may expect to be set off the pier. The use of an anchor is recommended when docking in high wind. The Manager of the Marine Department of Chevron USA, Inc. prefers that vessels not be docked without the use of tugs when conditions are such that damage might be done to the wharf. Deep-draft vessels approaching the wharf for a starboard landing during a flood tide must guard against being set on to the shoal S of the wharf. A company-maintained sound signal is on the S wharf.
Richmond Beach is a community on the E shore just S of Point Wells. A tall, charted radio tower (KCIS), marked by aircraft warning lights, is about 1.5 miles inshore from Richmond Beach; it is an excellent landmark, especially at night.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

PORT GAMBLE BAY
The controlling depth in the entrance channel was 23 feet July 1986.

NOTE C
Submarine mooring cables are located in this area.

CULTUS BAY
The channel into Cultus Bay is marked by private aids.

LOCAL MAGNETIC DISTURBANCE
Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

Mercator Projection
Scale 1:40,000 at Lat. 47°53′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

PORT TOWNSEND CANAL
162.235 (see note A)
Project depth, 15 ft; width, 75 ft
Controlling depths - Sept 1995

Northeastern outside quarter	13.5 ft
Middle half	13.7 ft
Southwestern outside quarter	13.5 ft

CAUTION
Flashing red lights on Navy range vessels between Keyport and Brownsville and atop a building at the seaward end of the southern buildings at Keyport Naval Undersea Warfare Center indicate torpedo firings, or that noise measurement tests are in progress, or that conditions are generally hazardous to mariners.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE E
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.655″ southward and 4.491″ westward to agree with this chart.

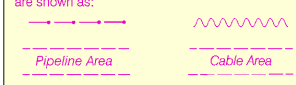
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

(see note A)
NOTE D
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (Fl Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash.	KHB-60	162.55 MHz
Puget Sound, Wash.	WWG-24	162.425 MHz

For Symbols and Abbreviations see Chart No. 1

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

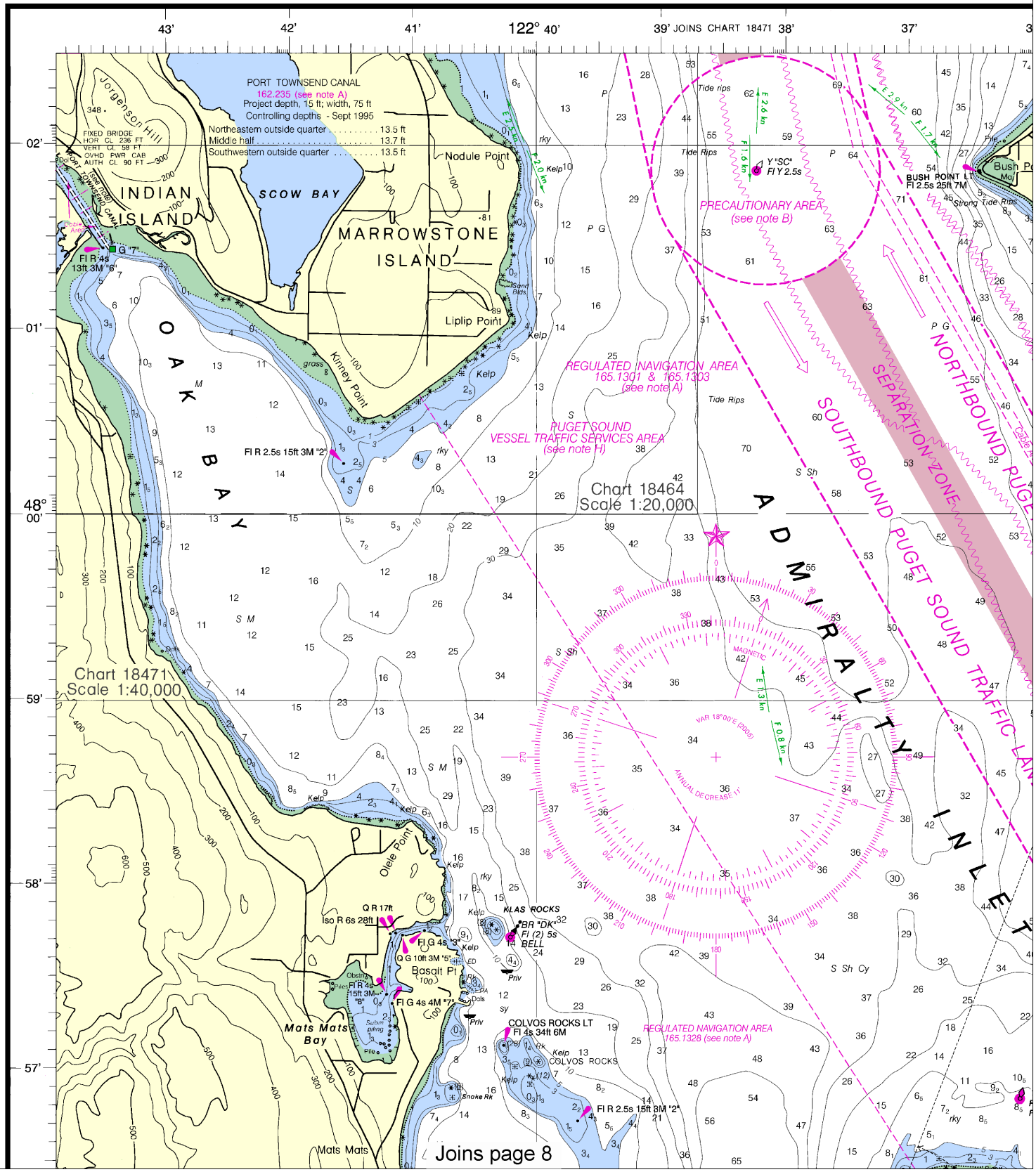
TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Oak Bay	(48°01'N / 122°43'W)	9.4	8.6	2.6	-4.5
Port Ludlow	(47°56'N / 122°41'W)	9.9	9.1	2.7	-5.0
Port Gamble	(47°52'N / 122°35'W)	10.3	9.4	2.7	-5.0
Port Madison	(47°42'N / 122°32'W)	11.4	10.5	2.8	-5.0
Edmonds	(47°49'N / 122°23'W)	10.9	10.1	2.8	-5.0
Poulsbo, Liberty Bay	(47°44'N / 122°38'W)	11.7	10.9	2.9	----
Brownsville	(47°39'N / 122°37'W)	11.8	11.0	2.9	-5.0

(Jul 2005)

SCALE 1:40,000
Nautical Miles
Yards
Meters

NOAA and it
and critical corr
Editions are ava
about Print-on-
help@Nautica
help@OceanGr



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
Yards

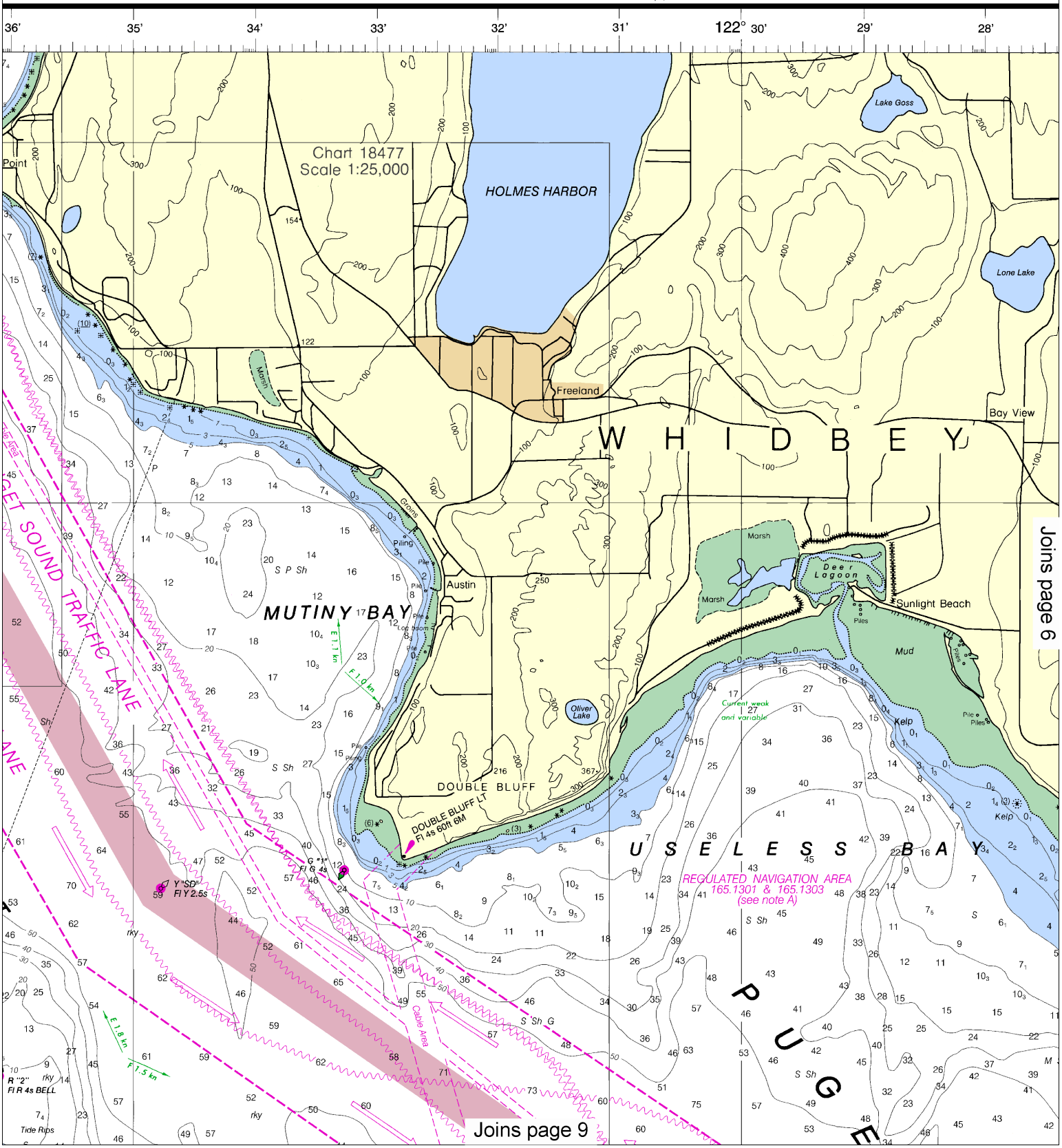
See Note on page 5.

PRINT-ON-DEMAND CHARTS

its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
rrections. Charts are printed when ordered using Print-on-Demand technology. New
vailable 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent
n-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov,
alCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or
rafix.com.

1st Edition Sept., 1983 KAPP 1937

To find SI
right point



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

A for Notices to Mariners
nand technology. New
ts. Ask your chart agent
://NauticalCharts.gov,
/OceanGrafix.com, or

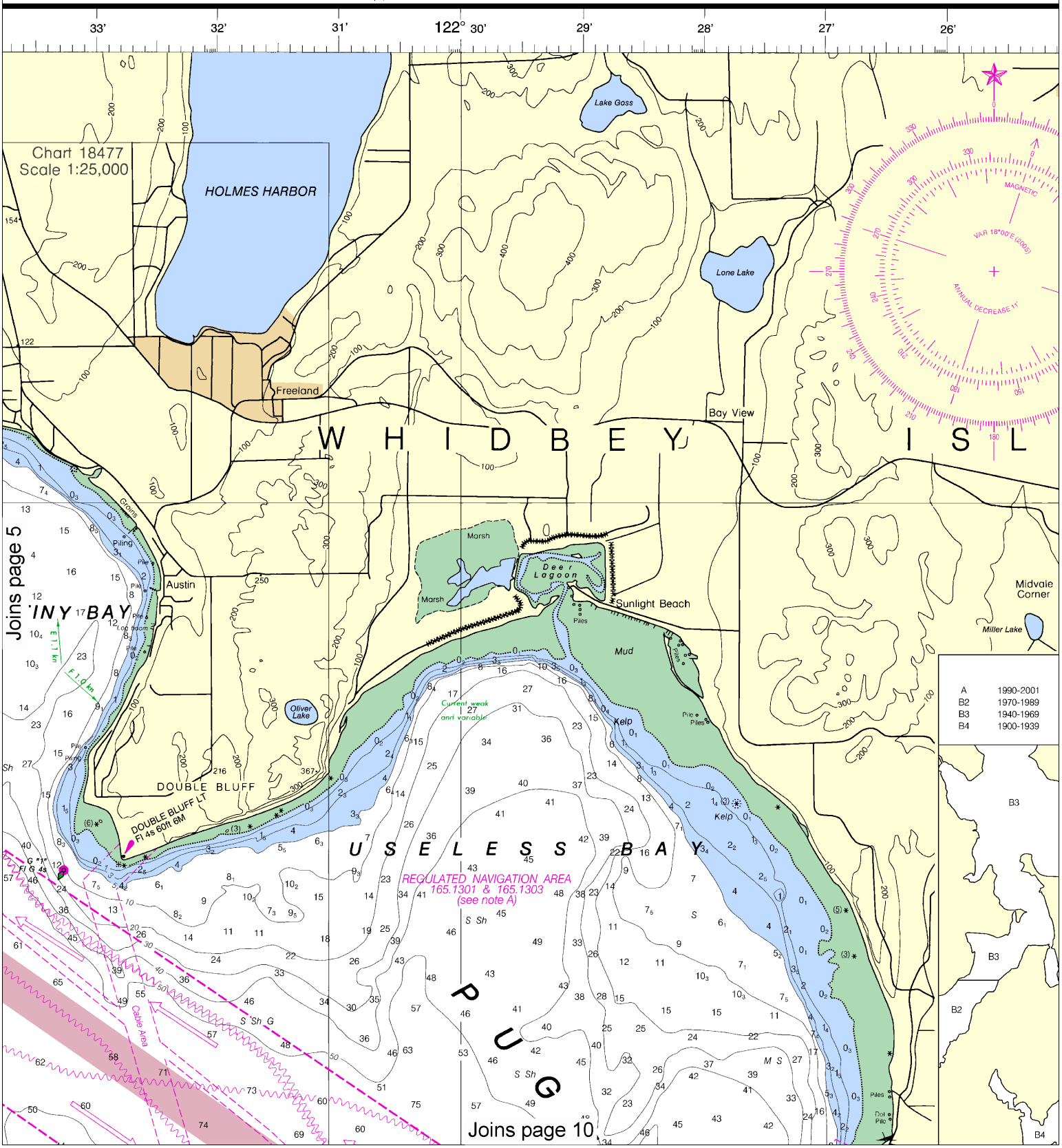
LOGARITHMIC SPEE

1 2 3 4 5 6 7 8 9

To find SPEED, place one point of dividers on distance run (in any unit) and th
right point on 60 and left point will then indicate speed in units per hour. Example:

1st Edition Sept., 1983 KAPP 1937

33' 32' 31' 122° 30' 29' 28' 27' 26'



6

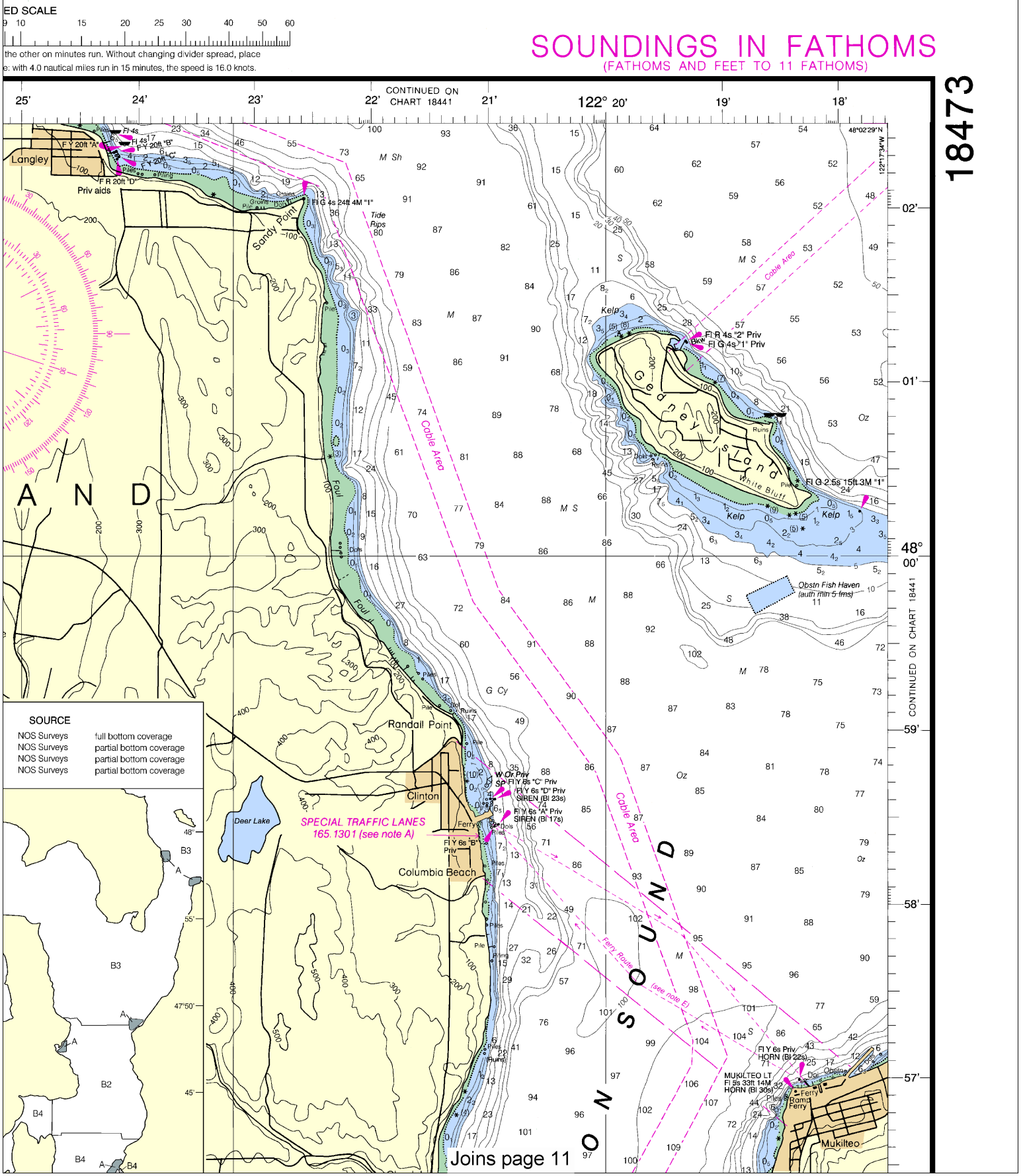
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

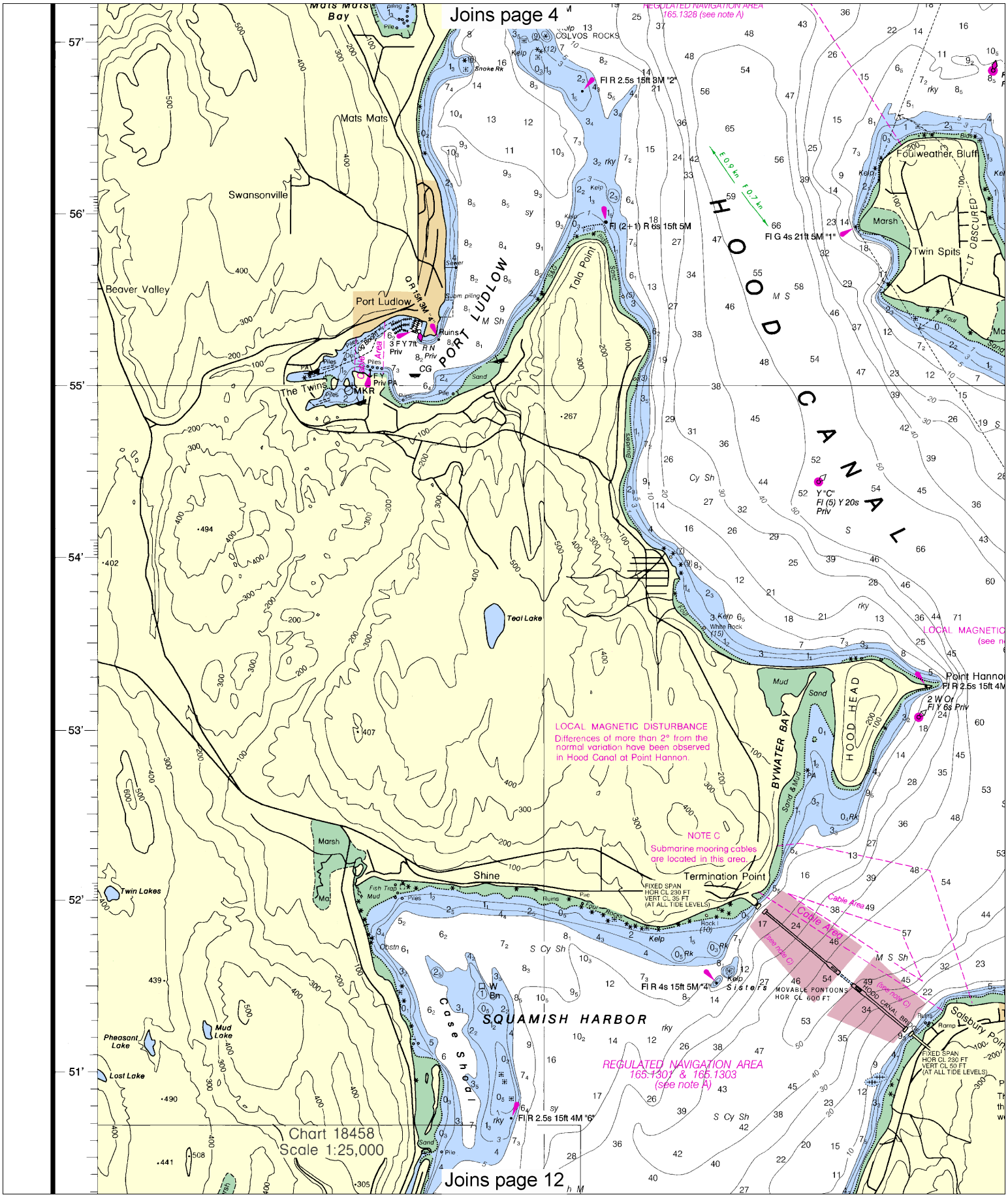
Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5112 12/18/2012,
NGA Weekly Notice to Mariners: 0213 1/12/2013,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

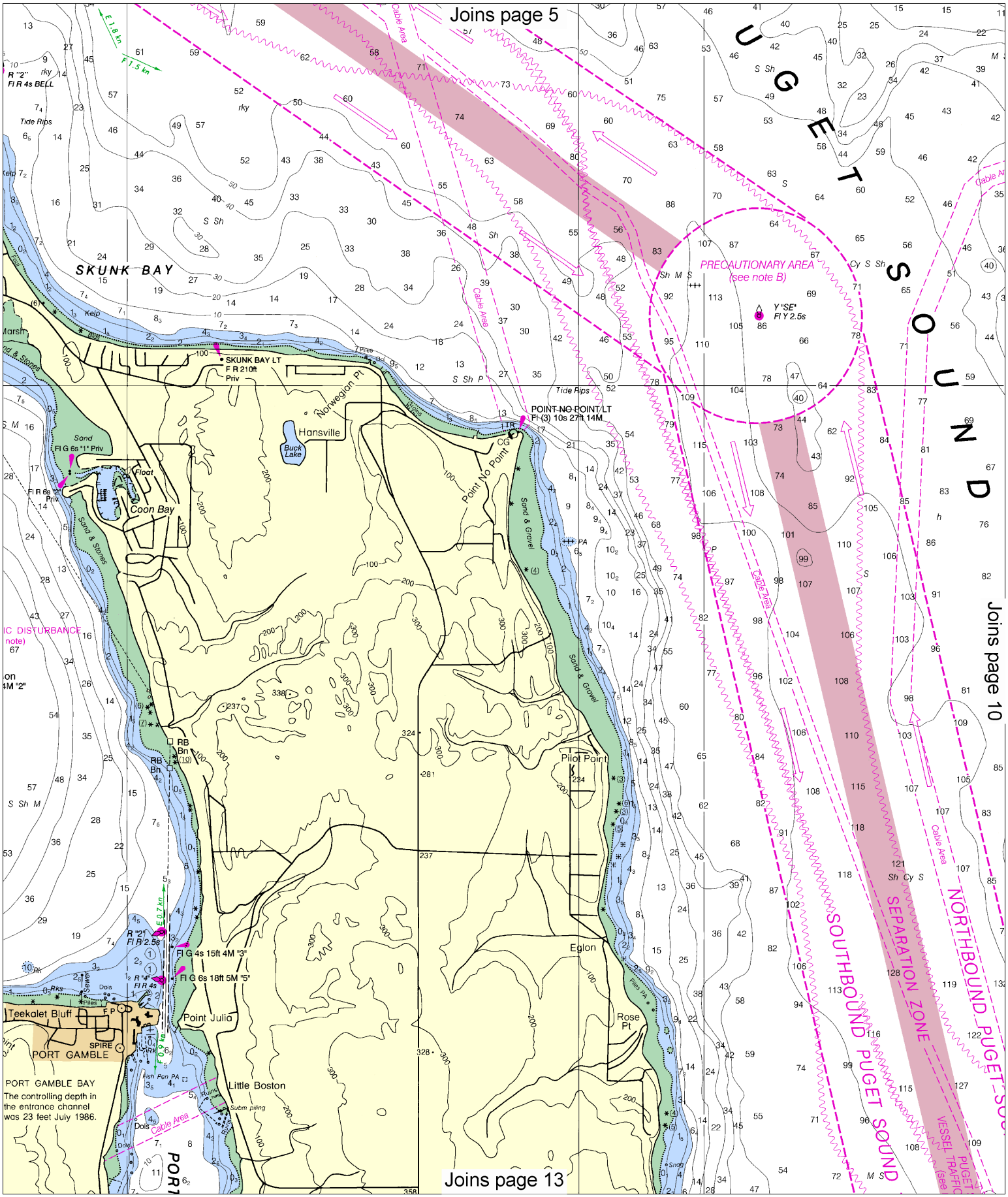
Note: Chart grid lines are aligned with true north.

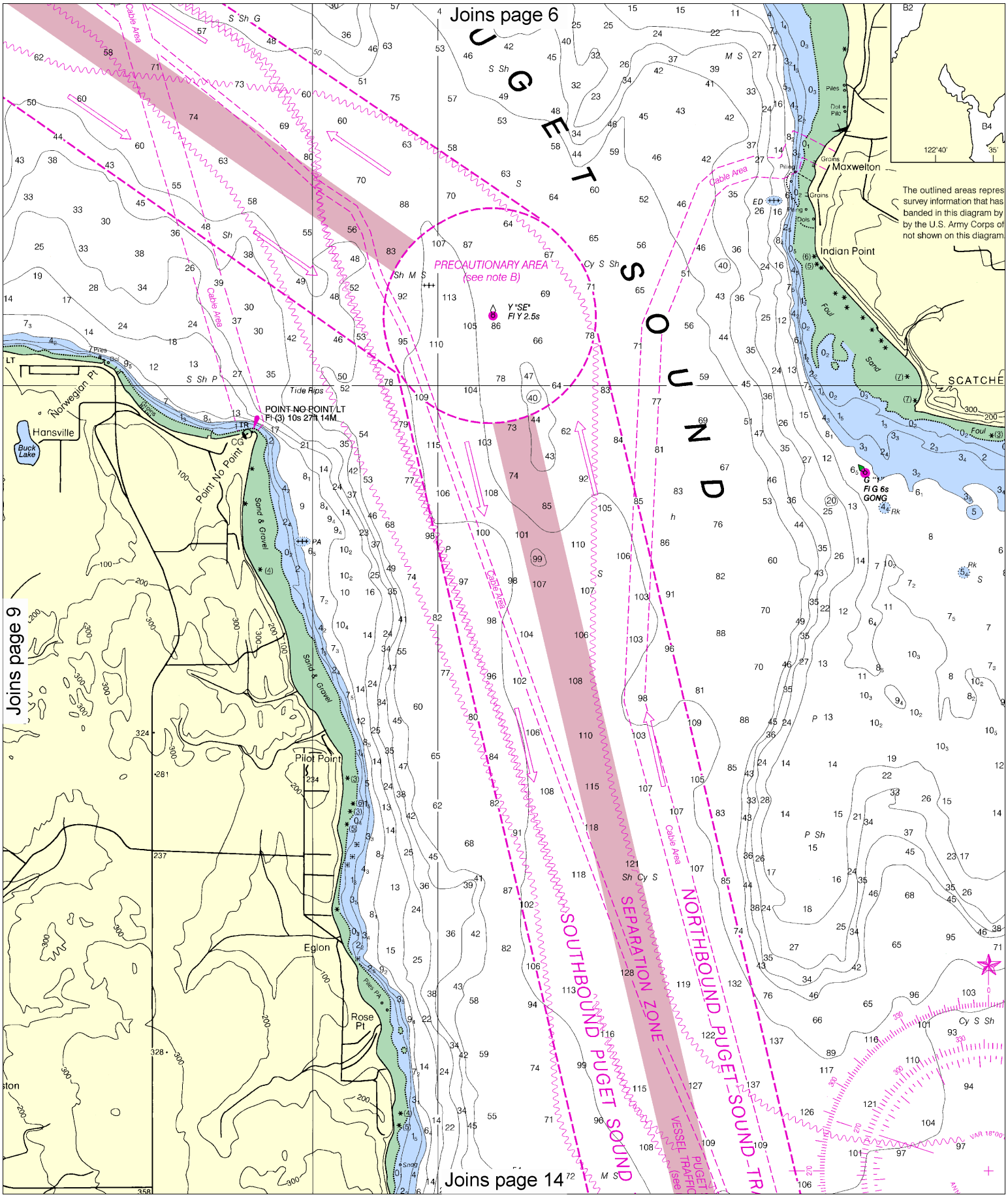
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
PUGET SOUND
SKUNK BAY
PRECAUTIONARY AREA
(see note B)
Y "SE"
Fl Y 2.5s
SKUNK BAY LT
F R 210ft
Priv
Norwegian Pt
Hansville
Buck Lake
POINT NO POINT LT
Fl (3) 10s 27ft 14M
Point No Point
Sand
Fl G 6s "1" Priv
Fl R 6s "2" Priv
Float
Coon Bay
Sand & Stones
Sand & Gravel
Tide Rips
Kelp
Marsh
Pilot Point
Eglon
Rose Pt
RB Bn
R "2"
Fl R 2.5s
Fl G 4s 15ft 4M "3"
Fl G 6s 18ft 5M "5"
R "4"
Fl R 4s
Teekalet Bluff
SPIRE
PORT GAMBLE
Point Julia
Little Boston
PORT GAMBLE BAY
The controlling depth in the entrance channel was 23 feet July 1986.
Cable Area
SEPARATION ZONE
SOUTHBOUND PUGET SOUND
NORTHBOUND PUGET SOUND
VESSEL TRAFFIC
Joins page 10
Joins page 13



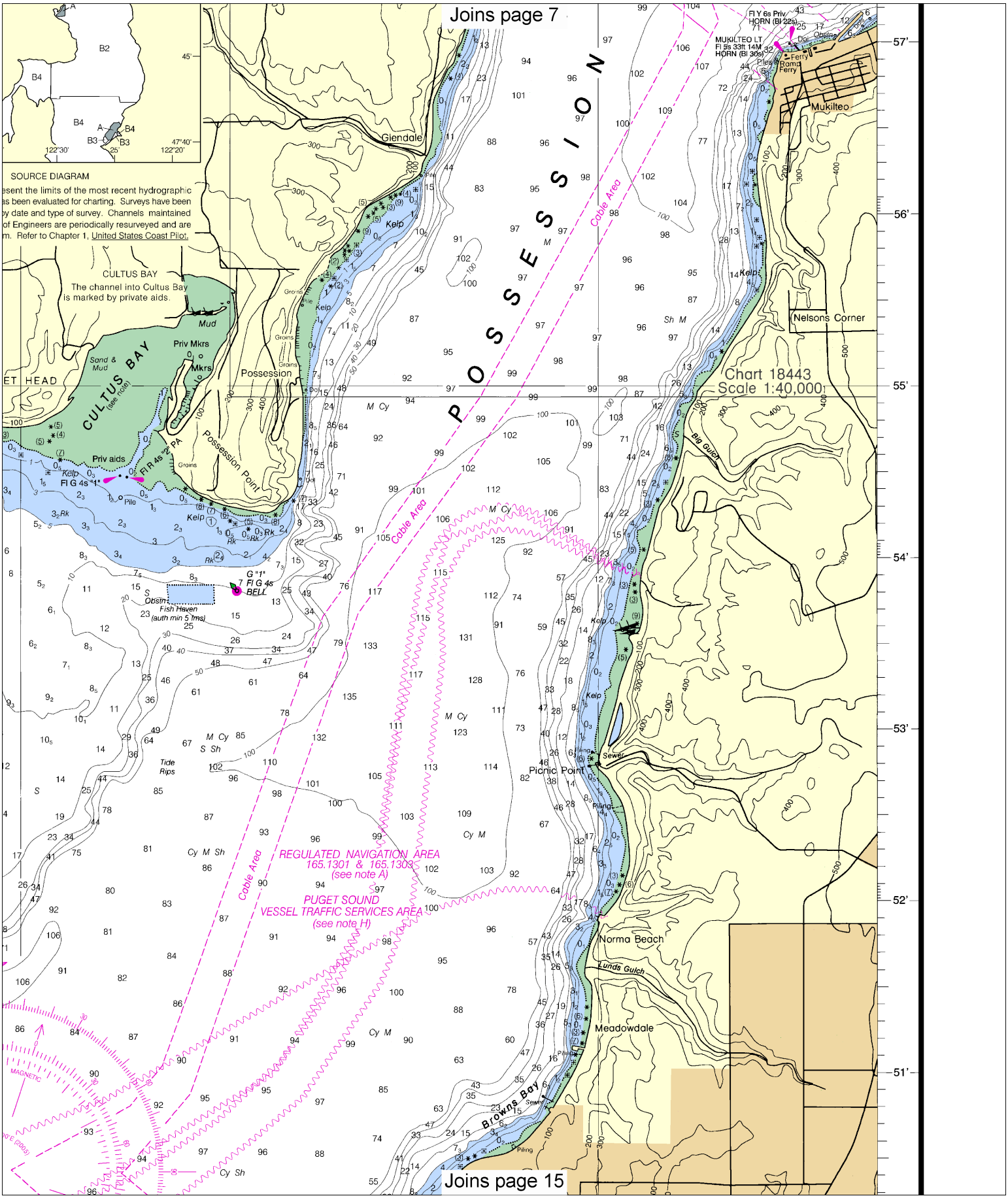
Note: Chart grid lines are aligned with true north.

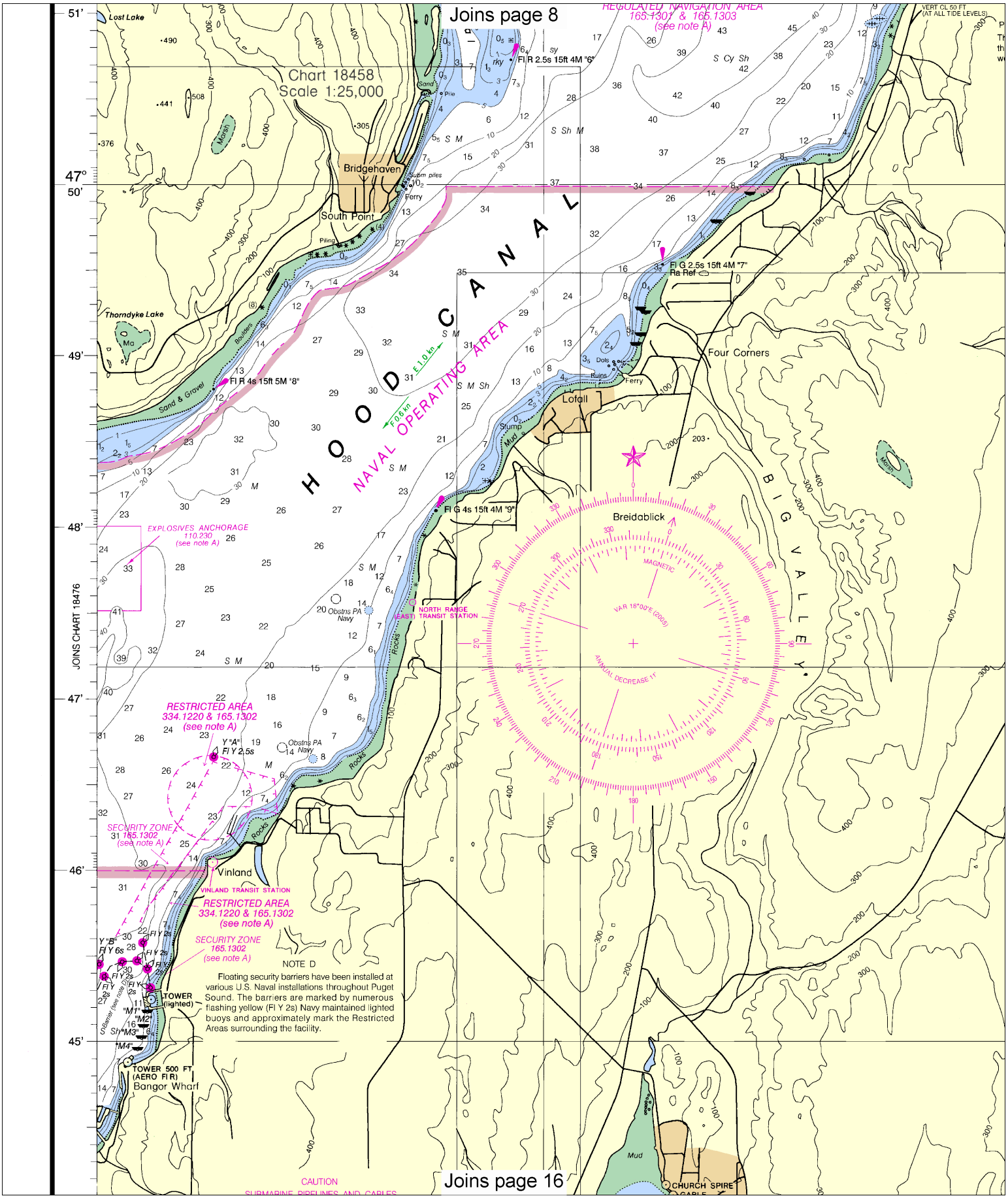
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
SOURCE DIAGRAM
CULTUS BAY
The channel into Cultus Bay is marked by private aids.
CULTUS BAY
Possession
POSSESSION
Possession Point
Priv aids
Fl R 4s
Fl G 4s "1"
G "1" Fl G 4s BELL
Fish Haven (auth min 5 fms)
Glendale
Kelp
Mukilteo
MUKILTEO LT Fl 5s 33ft 14M HORN (Bl 30s)
Fl Y 6s Priv HORN (Bl 22s)
Ferry
Nelsons Corner
Chart 18443
Scale 1:40,000
Cable Area
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note H)
Picnic Point
Sewer
Norma Beach
Lunds Gulch
Meadowdale
Browns Bay
Big Gulch
Tide Rips
Joins page 15
57'
56'
55'
54'
53'
52'
51'



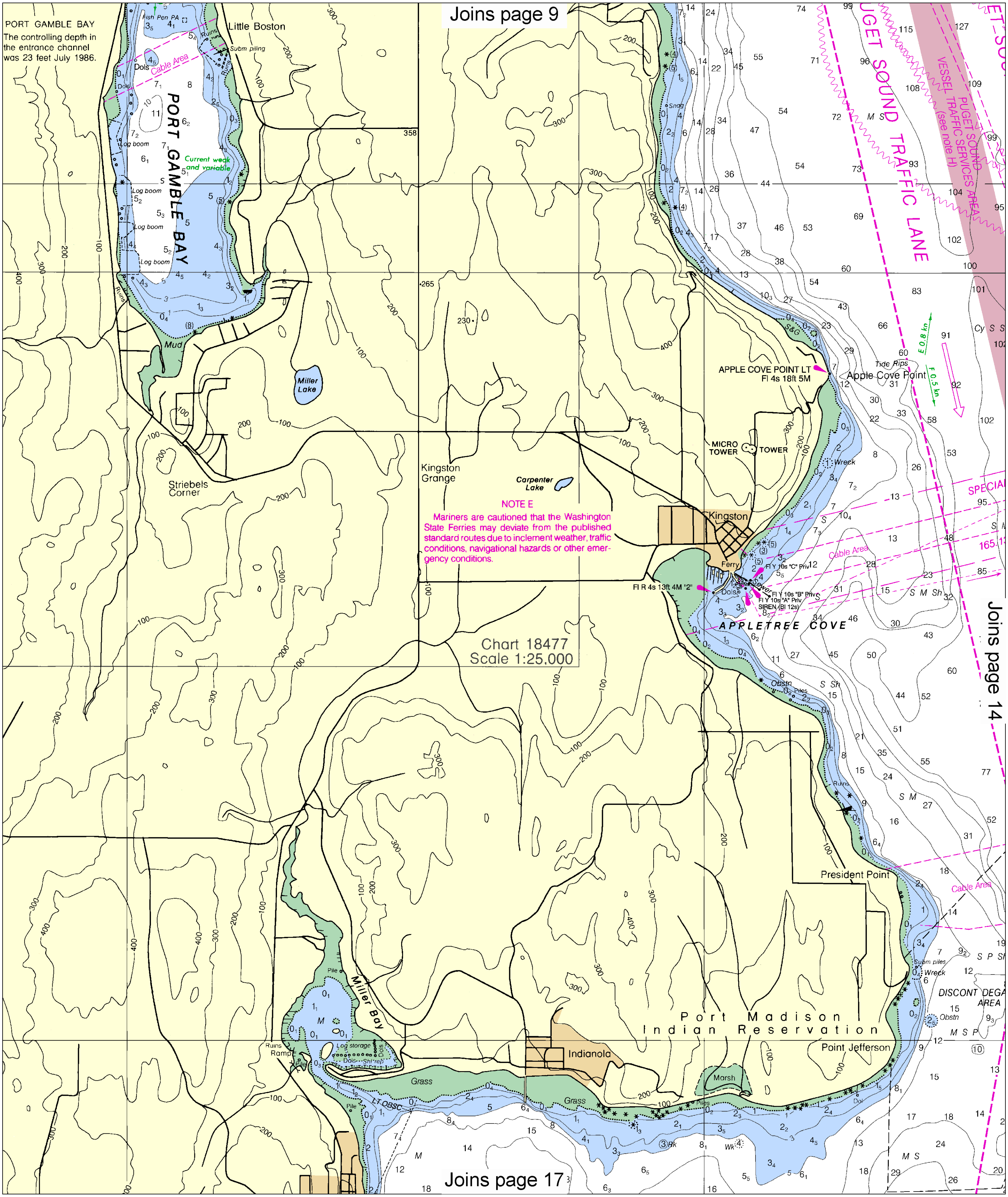
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

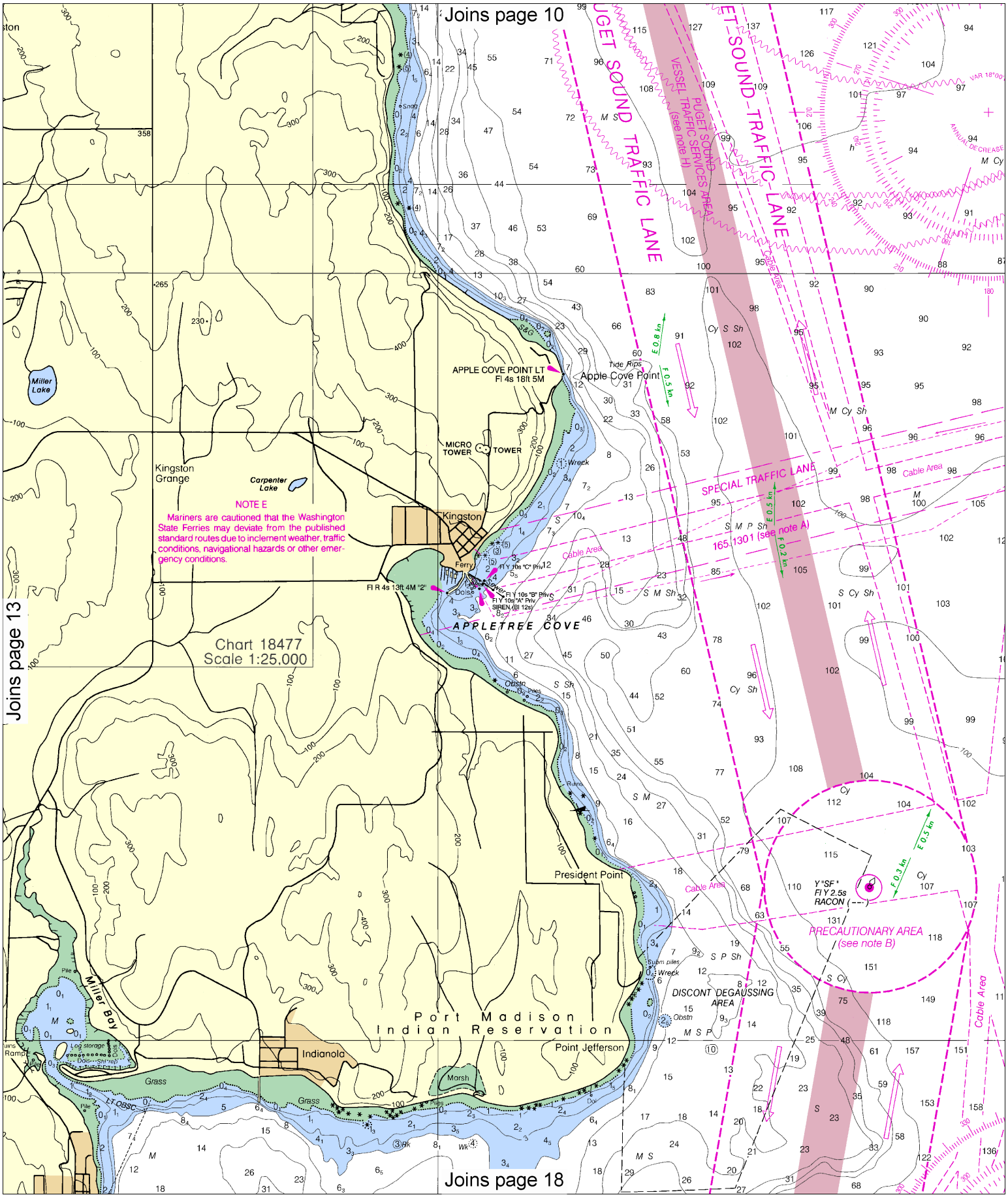
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 9
PORT GAMBLE BAY
The controlling depth in the entrance channel was 23 feet July 1986.
Little Boston
PORT GAMBLE BAY
Cable Area
Current weak and variable
Log boom
Mud
Miller Lake
Striebels Corner
Kingston Grange
Carpenter Lake
NOTE E
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.
Chart 18477
Scale 1:25,000
PUGET SOUND TRAFFIC LANE
PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note H)
APPLE COVE POINT LT
Fl 4s 18ft 5M
Apple Cove Point
Tide Rips
MICRO TOWER
TOWER
Kingston
Ferry
Fl R 4s 13ft 4M "2"
Fl Y 10s "C" Priv
Fl Y 10s "B" Priv
Fl Y 10s "A" Priv
SIREN (Bl 12s)
APPLETREE COVE
Cable Area
Joins page 14
President Point
Miller Bay
Port Madison Indian Reservation
Point Jefferson
Indianola
DISCONT DEGA AREA
Marsh
Grass
LT OBSC
Joins page 17



14

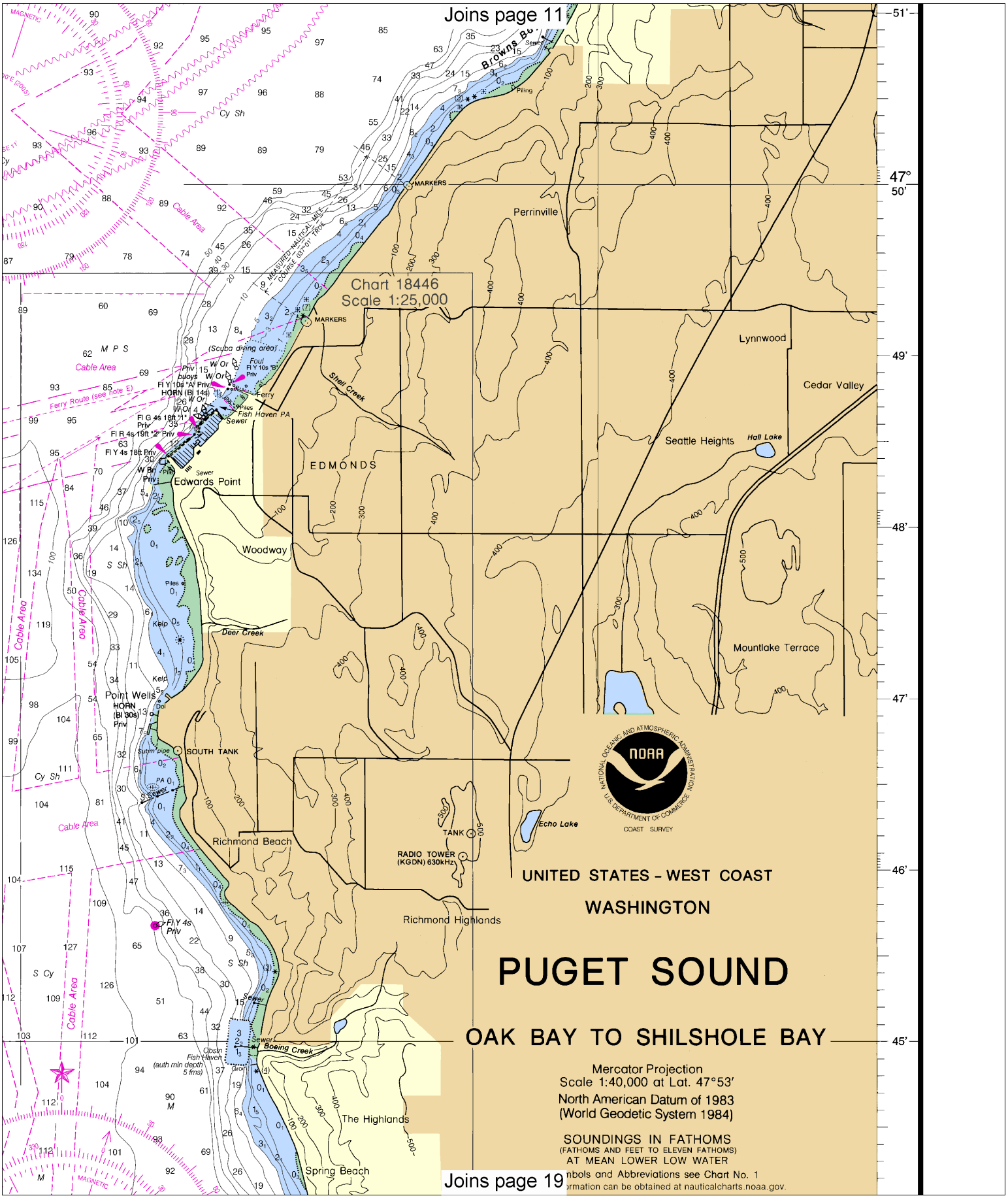
Note: Chart grid lines are aligned with true north.

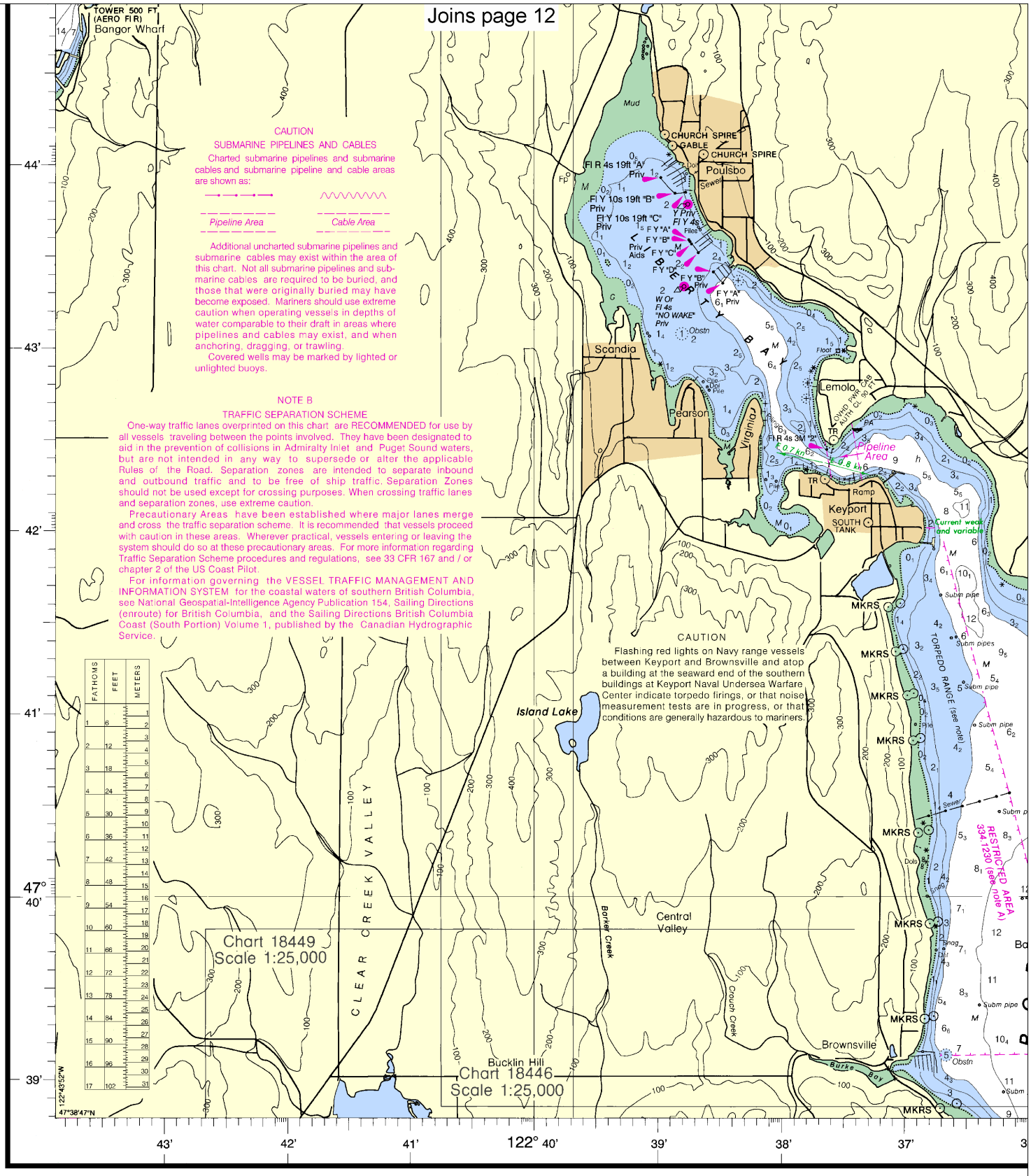
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Chart 18446
Scale 1:25,000
MARKERS
Perrinville
Lynnwood
Cedar Valley
Seattle Heights
Hall Lake
EDMONDS
Edwards Point
Fish Haven PA
Shell Creek
Ferry
Woodway
Deer Creek
Mountlake Terrace
Point Wells
HORN (Bl 30s)
SOUTH TANK
Richmond Beach
Echo Lake
TANK
RADIO TOWER (KGDN) 630kHz
Richmond Highlands
Boeing Creek
The Highlands
Spring Beach
Cable Area
Ferry Route (see note E)
(Scuba diving area)
Joins page 19
51'
47° 50'
49'
48'
47'
46'
45'
UNITED STATES - WEST COAST
WASHINGTON
PUGET SOUND
OAK BAY TO SHILSHOLE BAY
Mercator Projection
Scale 1:40,000 at Lat. 47°53'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
nbols and Abbreviations see Chart No. 1
rmation can be obtained at nauticalcharts.noaa.gov.
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY



8th Ed., Sep./ 05 ■ Corrected through NM Sep. 24/05
Corrected through LNM Sep. 13/05
18473

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

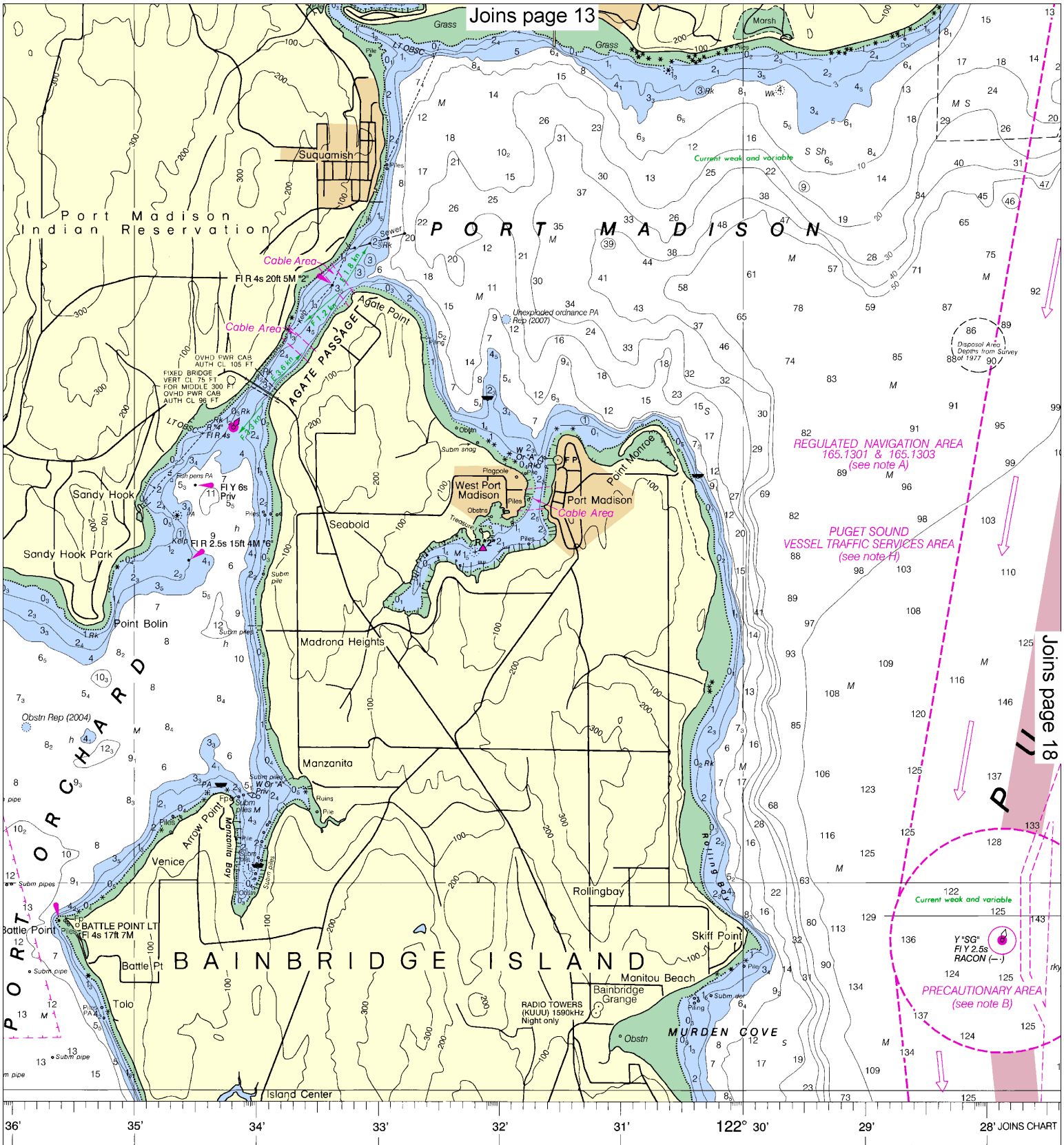
This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or co improving this chart to the Chief, Marine Chart Division (N/CS2), Nat Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



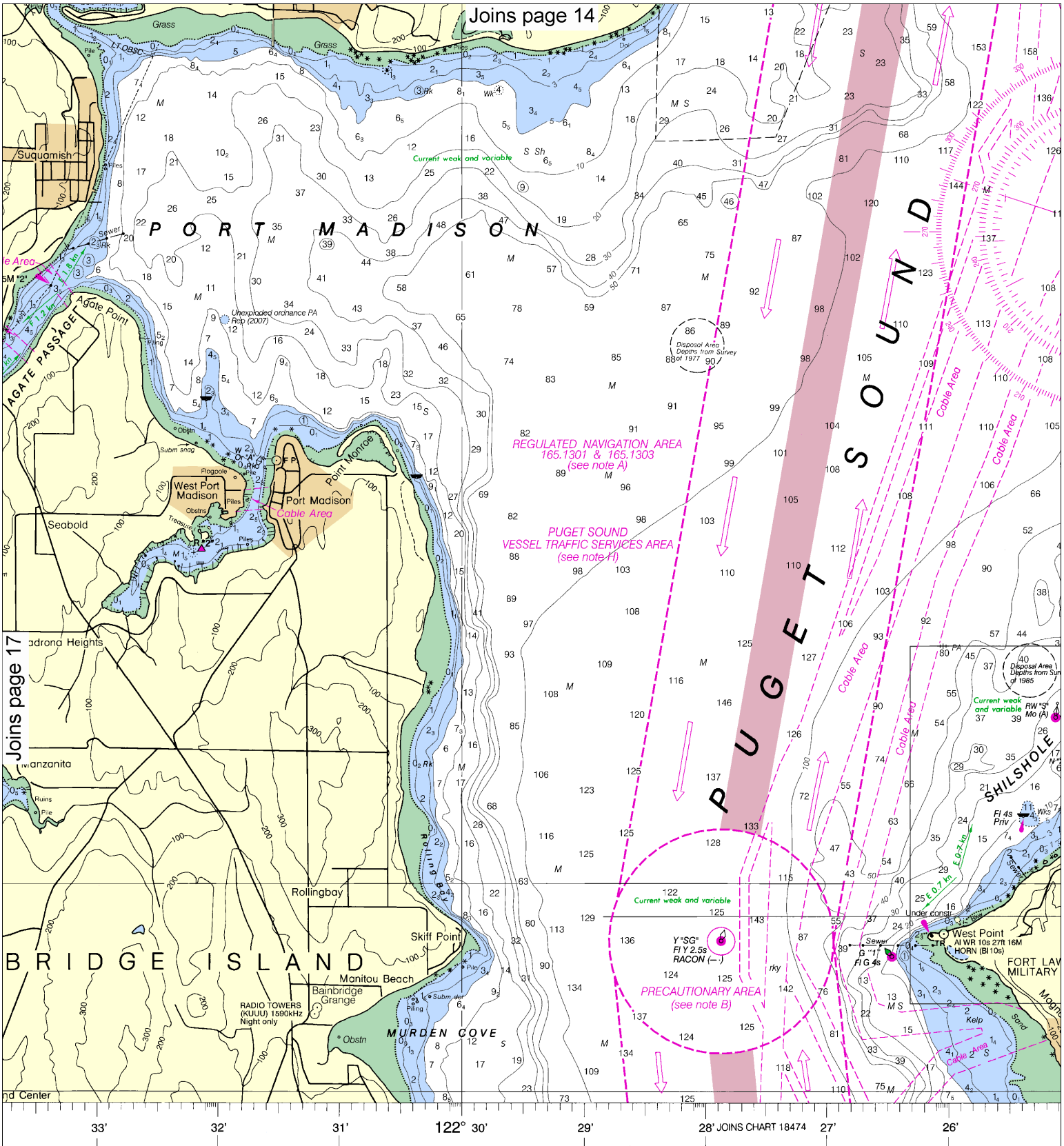
. The National comments for ational Ocean

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

1 1 1000 1000



IN FATHOMS

(EET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SCALE 1:40,00

Nautical Miles

Yards

Meters

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

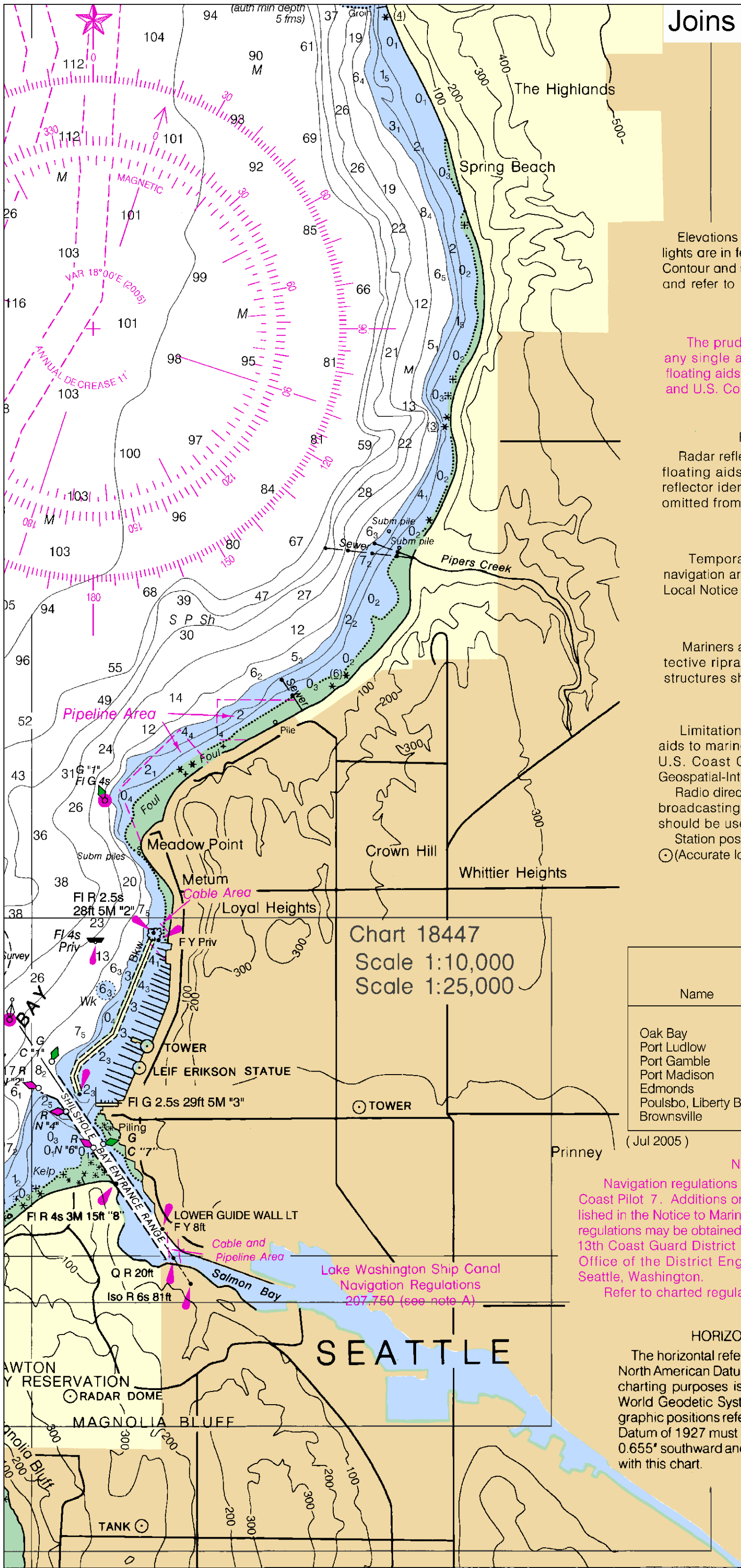
~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.

Joins page 15



Mercator Projection
Scale 1:40,000 at Lat. 47°53′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash.	KHB-60	162.55 MHz
Puget Sound, Wash.	WWG-24	162.425 MHz

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Oak Bay	(48°01′N / 122°43′W)	9.4	8.6	2.6	-4.5
Port Ludlow	(47°56′N / 122°41′W)	9.9	9.1	2.7	-5.0
Port Gamble	(47°52′N / 122°35′W)	10.3	9.4	2.7	-5.0
Port Madison	(47°42′N / 122°32′W)	11.4	10.5	2.8	-5.0
Edmonds	(47°49′N / 122°23′W)	10.9	10.1	2.8	-5.0
Poulsbo, Liberty Bay	(47°44′N / 122°38′W)	11.7	10.9	2.9	----
Brownsville	(47°39′N / 122°37′W)	11.8	11.0	2.9	-5.0

(Jul 2005)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington, or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.655″ southward and 4.491″ westward to agree with this chart.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

44′ 43′ 42′ 41′ 47° 40′ 39′

25′ 24′ 23′ 22′ 21′ 122° 20′ 19′ 18′

ED. NO. 8

NSN 7642014011520
NGA REFERENCE NO. 18AHA18473

Oak Bay to Shilshole Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18473

000
s
2 3
3000 4000 5000
3000 4000 5000

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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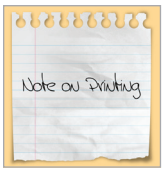

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker